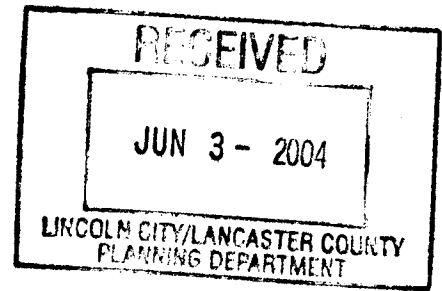


## Interoffice Memorandum



Date: June 3, 2004  
To: Kent Morgan, Planning  
From: Brian Praeuner, StarTran *B.P.*  
Re: Multi-Modal transit options  
cc: Larry Worth, StarTran

Per your request, the following are three "near term" transit system options for discussion at the next Multi-Modal Task Force meeting.

### 1."Modified Grid" System:

The modified grid system was recommended by the StarTran Task Force in 2000 and is included for implementation in the current Comprehensive Plan.

The implementation of the modified grid system began in 2000 as follows:

1. Per the recommendations of StarTran Task Force five express routes were deleted, with the savings utilized to implement the initial north-south "grid" route- the 27th Street Shuttle.
2. The express routes were deleted and the 27th Street Shuttle (attachment #1) was implemented on August 21, 2000. This route has been successful, currently averaging 13 passengers/hour (average is 14.5 passengers/hour) which is the 9th best StarTran route. The route also offers an alternative for those patrons who do not wish to transfer downtown.
3. Also in August, 2000, the Midtown Route was renamed the 48th Street Shuttle with increased service to 55 minute headways (comparable to service on 27th Street Shuttle) representing a second north-south "grid" route. The route averaged 7.2 passengers/hour.
4. Budget decisions resulted in the 48th Street Shuttle service being reduced to an average of 90 minute headways in 2001, with a resultant reduction to 6.3 passengers/hour.
5. The 48th Street Shuttle (attachment #2) continues to operate at the reduced service level currently averaging 4.4 passengers/hour.

6. Subsequent implementation of additional north-south “grid” routes since 2000 to continue the implementation of the modified grid system have been delayed due to budget constraints.

The following are near-term options to realize further implementation of the “modified grid” system.

a. Increase service on current 48th Street Shuttle route to former (2000) level of service.

- Increase service by decreasing headways from 90 minutes to 55 minute headways. Would offer greater convenience and better transfer opportunities to patrons.
- Cost: Approximately \$117,755/year additional cost

b. Implement a third north-south “grid” route within the 66th/70th Street corridor (attachment # 3)

- Such service would serve growing areas of southeast and northeast Lincoln, and offer improved transfer opportunities.
- Assumes 60 minute headways
- Cost: Approximately \$117,755

## **2. Retention of current system with extra amenities:**

a. Free Fares

- May encourage more riders to utilize StarTran services
- Passenger fare revenue for FY 2002-03 was \$1,143,839 (fleet and Handi-Van).
- If fares were “free”, StarTran would realize a reduction of \$ 1,143,839 in fare revenue. If the fare was reduced to half of the current fare, StarTran would need to double ridership to realize the same revenue.

b. Increased Saturday services

- All routes to operate independently with no combined routes. Assumes 30 - 45 minute headways, all day.
- Cost: Approximately \$ 445,506/year additional cost

c. Sunday Service

- Would provide greater transportation opportunities and convenience for patrons, assuming same level of service as current Saturday service.
- Cost: \$537,660 (includes cost of Handi-Van drivers, mechanics and Supervisors)

d. Night Service

- Assumes extending fixed route service to 10:00 P.M. on weekdays with one hour headways.
- Cost: Approximately \$704,061 (includes cost of additional Handi-Vans and Supervisor)

**3. Reduce current StarTran route service area and utilize taxi vouchers for those patrons “outside” of service area. (attachment # 4)**

- Utilize current resources more efficiently by reducing service area to those areas where higher ridership is realized/anticipated.
- No additional transit system cost to operate within a reduced service area.
- The reduction in service area could result in increasing service levels by decreasing the headways for most routes to 15 - 20 minute during peak and 30- 40 minute during non-peak hours.
- Assumes patrons “outside” service area would purchase taxi vouchers and utilize taxi services to edge of transit service area and then utilize transit. Current average per trip cost for taxi brokerage program is \$12.38. The subsidy of the taxi voucher would be an additional cost.
- Transit service would continue to be provided to major trip generators, including public schools outside the reduced service area.
- Special transportation services assumed to continue to be provided to entire city.

## R O U T E

## 27

27th STREET  
SHUTTLE*Weekday Service*

Serves these locations:  
 North Star High School  
 Walmart/Sam's Club  
 Scott Middle School  
 South Pointe Pavilions



VISIT LINCOLN'S WILD SPOT!

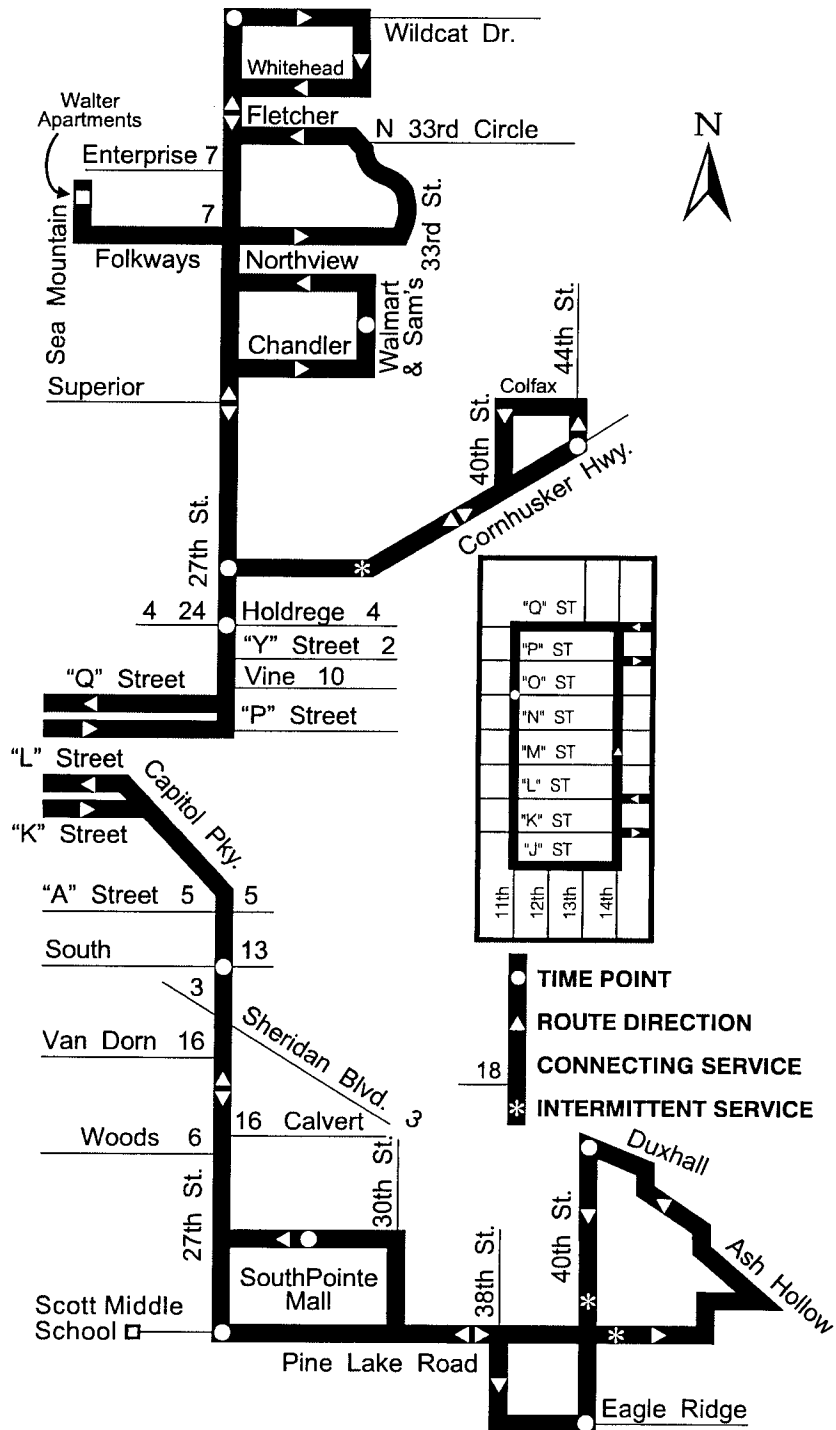


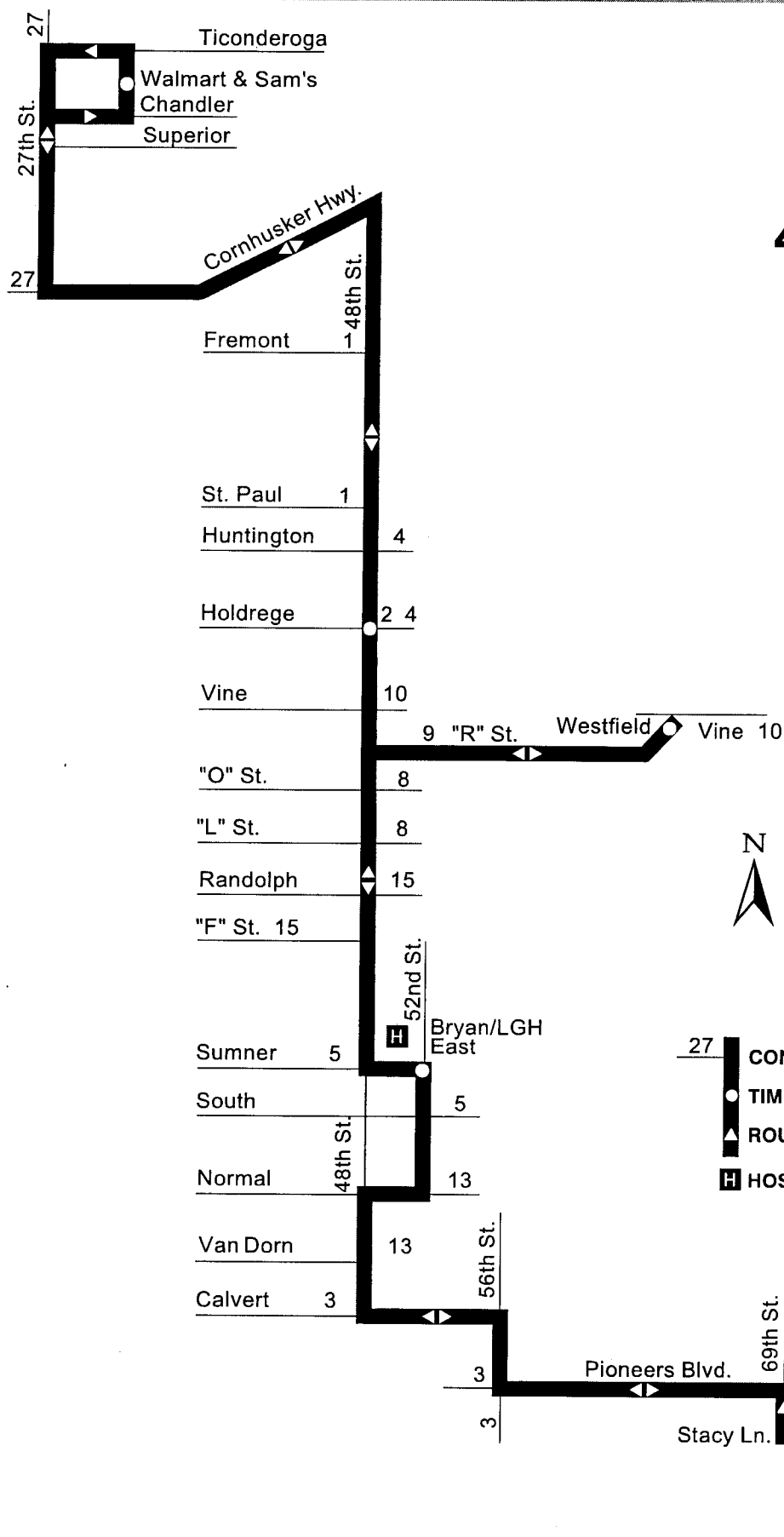
De Brazza's Monkeys - New for 2003

- Over 300 Animals, representing 95 Species
- Many Exotic and Endangered Animals
- Ride the Ponies or the ZO&O Railroad
- Wild Things Gift Shop and Safari Café
- Open 'till 8pm on Wednesdays  
(June through August)

27th &amp; "B" Street ■ 475-6741

Open 10am - 5pm Daily ■ April 15 - October 15





# 18

## 48th STREET SHUTTLE

*Weekday Service*

Serves these locations:

Bryan LGH East

Madonna Rehabilitation Hospital

Westfield Shoppingtown Gateway

Van Dorn Plaza

Dawes Middle School

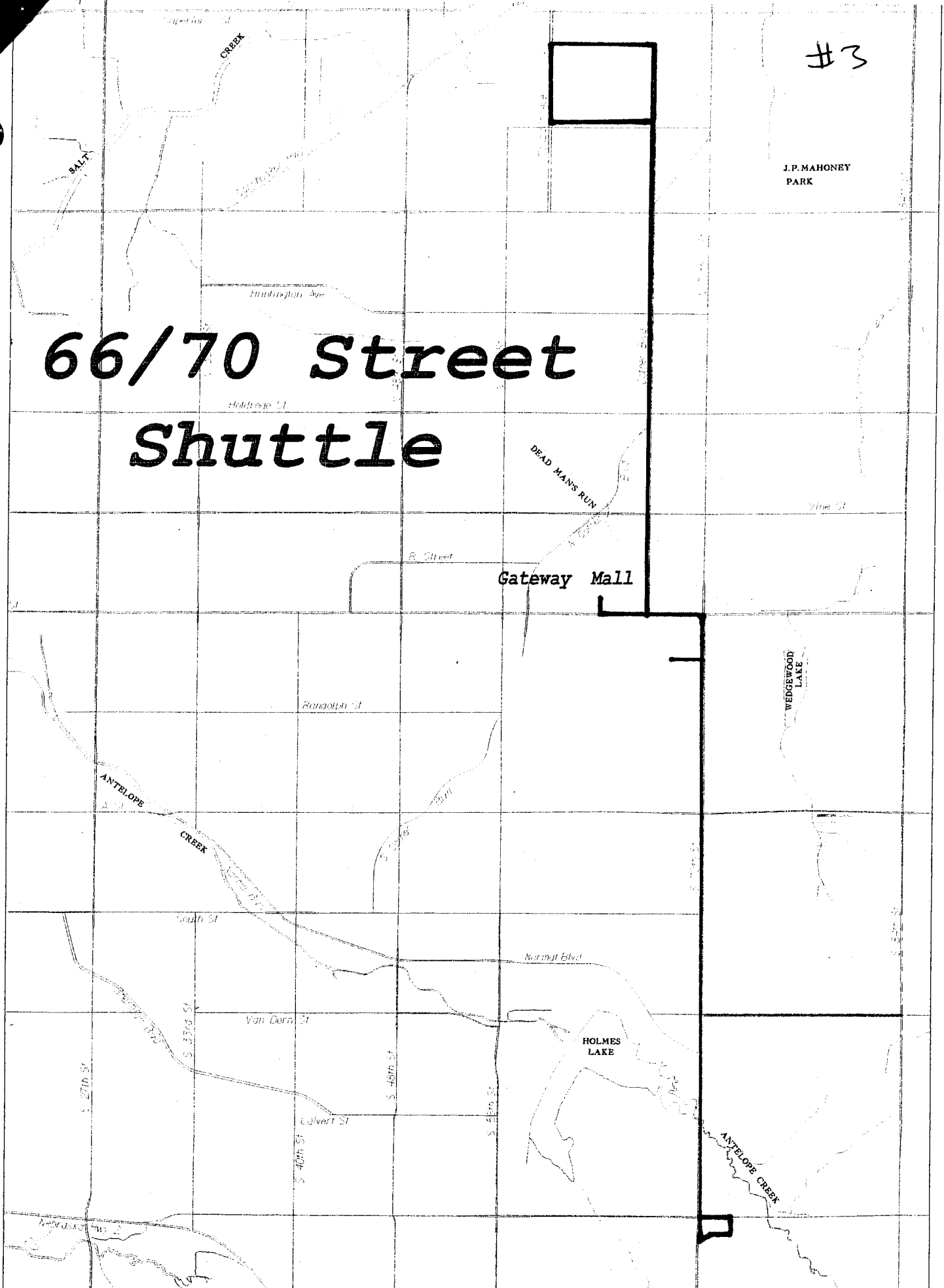
Lefler Middle School

#3

J.P. MAHONEY  
PARK

# 66/70 Street Shuttle

Gateway Mall



#4

